

二拜禮 號九十月三英港香

THIRTY DOLL
PER ANNUM

Intimations.

SURPLUS STORES.
TERMS:—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th March, 1901. (634C)

except with the Chinese. With regard to the big dividends I think 12% is all right and should be fairly well satisfied with that amount.

Mr. Mounsey:—Mr. Gaskell must not forget that we have a lack of capital.

The Chairman:—And you must not forget that we have a lack of stock.

Mr. Mounsey:—With the profits increasing so abnormally in one year we should expect an increased dividend for this year. There is one more question I should like to ask. Can you tell me the value of the stock that has been sent north and is there now?

The Chairman:—\$177,750.

Mr. Mounsey:—That does not include the whole amount that has been sent does it? Can you tell me roughly that amount?

The Chairman:—I can hardly do that. It would be purely guess work.

Mr. Mounsey:—Only a very small portion of it has been paid for?

The Chairman:—The whole has been sold but not paid for. Some is goods in charge of the Indian Commissariat people, who, having the power to buy as they want, have not paid yet. I have a signature for it here.

Major Brown:—I notice that the stock has been valued by the General Managers. May I ask if that means by the two names on the report, your own and Mr. Chas. A. Fook?

The Chairman:—Mr. McLaughlin, of this office, has vouched for the stock and we have gone over it and valued it.

Mr. Chas. A. Fook:—We take the purchase price in London.

Major Brown:—May I ask if in some things there has not been a deterioration?

The Chairman:—London prices are taken.

Major Brown:—Is it not possible that the stock be valued by some one other than the General Managers? Surely there are people in the Colony who have a knowledge of drugs and who could value the stock. The statement of bills is like a game of billiards and shuttlecock.

The report says that the accounts have been audited by Mr. Gaskell. There is no responsibility taken by anyone. Then there is another question, the amount of the commission to Taku, \$10,000 odd. This shows as the assets of Messrs. Raub and Company. May I ask what securities we hold?

The Chairman:—It is entirely in the hands of the Government. They take goods from Raub [we have a Captain's signature and that is quite sufficient for the General Manager and should be sufficient for you.

Mr. Gaskell:—With regard to remarks from Major Brown as to the taking of stock, it must be borne in mind that there are no professional valuers and stockholders here, therefore it is the custom of most trading concerns in Hongkong such as this to take their own stock. The General Managers vouch for the accuracy of the stocktaking and to get the stock valued here by a professional valuer would entail a great expenditure, and I do not know if there are any such men in China. Of course no one would undertake such a job for under about six or seven hundred dollars.

The Chairman:—If there are no further questions and I take leave as indicating this, I beg to propose the adoption of the report and accounts.

Mr. Read seconded.

The Chairman:—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice.)

March 18th.

TRIAD SOCIETY CASE.

Li Muk Kwai stood on an indictment charging him with being a member of an unlawful society, the Triad Society.

The defendant pleaded not guilty.

Mr. E. Robinson appeared for the defence.

The following were the jurors:—Messrs. J. A. Tarrant, J. H. O'Brien, H. Albrecht, D. H. Souza, E. Arndt, A. M. Phillips, and A. H. Hume.

The case was concluded yesterday and evidence having been led.

The jury found the prisoner guilty.

His Lordship inflicted a sentence of four months' hard labour.

ANOTHER TRIAD SOCIETY CASE.

Li Kwai, charged with being a member of a Triad Society at Kowloon on the 24th February, pleaded guilty and was sentenced to three months' hard labour.

ALLIED ARMED ROBBERY AT KOWLOON.

Tsui Luk, Ko Wing Sang, Li Kwai and Lai Fui were charged with being concerned in an armed robbery at Kowloon on the 23rd Feb.

The Attorney-General withdrew the charge against Li Kwai, who was accordingly discharged.

The other men pleaded not guilty, and they were ordered to stand by for the present.

The Court then adjourned.

Before His Honour T. Sercombe Smith (Acting Puisne Judge.)

March 18th.

ARMED ROBBERY AT KOWLOON.

Fong Sin was charged with robbery, being armed at Kowloon on the 13th of February last.

The prisoner pleaded not guilty.

The following jurors were empanelled:—Messrs. F. A. Kahn, A. Shaw, P. A. Cox, W. C. Pyne, W. A. C. Kahn, G. Hunter, A. P. Sang.

This case was concluded yesterday.

The jury returned a verdict of not guilty and the prisoner was discharged.

(Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice.)

March 19th.

MURDER.

Louis Argenti stood on an indictment charging him with murder on board the steamer *Patroclus* from Singapore to Hongkong on the 8th of February last.

A plea of not guilty was tendered.

Dr. Ho Kai appeared for the prisoner.

The following jurors were empanelled:—Messrs. A. Gocke, H. E. Hammon, M. J. Jensen, A. M. Phillips, E. Arndt, W. J. Wright, C. W. Pyne.

The Attorney-General, in opening the case, said the prisoner before them stood charged with murder on the *Patroclus*. This steamer was flying the British flag, and was on the way from Singapore to Hongkong. It was alleged to have taken place about eight hours from Hongkong and some out of a dispute about carrying coals to the furnace. The prisoner was told to "wheel some coal from the bunkers to the fore stove-hole, for the use of the boilers. The prisoner's watch began at twelve o'clock and he went to relieve the only other Manilla man on board. On being told to take the coal the prisoner had told the Chinese fireman to "Shut up." The prisoner pushed the Chinese away and took out a knife, and was rushing in the direction when the deceased

was the chief fireman, but the prisoner at once turned his attention to him and stabbed him with a clasp knife. Assistance was obtained but the man died shortly afterwards. The Attorney-General then dwelt upon the difference between murder and manslaughter and upon facts of law.

The evidence for the prosecution was then led.

Before His Honour T. Sercombe Smith (Acting Puisne Judge.)

March 19th.

ARMED ROBBERY.

Tsang Shau Sui Sheng, and Chan Un, were charged with, on the 5th of February last, being armed with choppers, feloniously assaulting Lai King at Kowloon, and stealing two pairs of bangles and seven rings, the property of the complainant, (2) receiving stolen goods.

The prisoners pleaded not guilty.

The following were the jurors:—V. P. M. di Peratta, G. Patton, George Hunter, A. Shaw, G. Mercer, V. A. de Paulo Collaco, John Vandermere.

Mr. H. E. Pollock, K.C., having opened the case for the prosecution, the evidence was led.

The verdict of the jury was upon the first and third prisoners, guilty on the first charge, not guilty on the second charge; upon the second prisoner not guilty on the first charge, guilty on the second charge.

His Lordship then passed sentence as follows:—Upon the first and third prisoners, imprisonment with hard labour for six years, each also to receive twenty strokes with the birch; upon the second prisoner, three years' hard labour.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

To the Ratepayers.

GENTLEMEN:—The resignation of my colleague, Mr. McKie, gives me the opportunity of also relinquishing my seat on the Sanitary Board without causing unnecessary inconvenience.

I have notified His Excellency to this effect. During the year I have served on the Board as your representative it has been my endeavour to do my duty, and to give effect to the expressed wishes of the community.

The many really important subjects which are submitted to the Board demand time and trouble for their due consideration.

I would willingly continue to give both if there was any hope that they would produce practical results, but in my humble opinion, and I have had a long experience of Sanitation in the Colony, the Board, as such, can satisfactorily accomplish nothing whatever unless and until it is made a free agent, with adequate powers, acting directly under the Governor, and solely responsible to His Excellency and the Community.

Believe me, Yours faithfully,

WILLIAM HARTIGAN.

Scarteen, Hongkong, March 18th, 1901.

THE PLAGUE.

Number of cases reported up till noon of the 18th March, 1901	Chinese	35
	Other Asiatics	1
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0

Total number of cases reported to date, 58

Number of deaths reported up till noon of the 18th March, 1901	Chinese	52
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	5
	Other Asiatics	0
	Europeans	0

Total number of deaths recorded to date, 57

SMALL-POX.

Number of cases reported up till noon of the 18th March, 1901	Chinese	20
	Other Asiatics	4
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	9
	Other Asiatics	0
	Europeans	0

Total number of cases reported to date, 34

Number of deaths reported up till noon of the 18th March, 1901	Chinese	13
	Other Asiatics	1
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0

Total number of deaths recorded to date, 18

ACCIDENT TO A GERMAN STEAMER AT MOJI.

The German steamer *Freiburg*, says a Shanghai paper of the 14th inst., which shipped a large quantity of copper at Yokohama, 4,000 bags of rice at Kobe, and 6,000 tons of coal at Moji, left the last-named port at 6.30 a.m. on Saturday, 5th inst. for Hongkong.

After half-an-hour's steaming, she accidentally ran on a rock called Manilla Iwa, while she was giving way to the Austrian steamer *Azov*, coming from the opposite direction. As soon as the news reached Moji, several steam launches were despatched to the assistance of the *Freiburg*, but were unable owing to their size, to render any help in the matter of towing her off. Part of the steamer's cargo had to be discharged into lighters to facilitate her floating. It was, however, reported that there was no fear of the vessel sinking. After temporary repairs, the steamer will be brought to Nagasaki for a thorough overhaul.

The damage can only have been very slight, as the *Freiburg* has been at the Kowloon wharves here for some days now, discharging cargo.

ACETELINE AT SHANGHAI.

In our last issue, says *Boyd's Commercial Guide for China* for February, we published a communication sent to us under the difficulties that are placed by the Shanghai Customs Officials in the way of the importation of Acetelene Carbide for the generation of Acetelene. We now notice that the Customs Officials have accepted a trial light which has been placed by Messrs. F. H. Williams & Co., in the light-house at Woosung. Anyone who has seen this new and brilliant light and compared the same with the miserable oil light formerly in the light-house, cannot but be favourably impressed with this new departure. Apart from it being a much superior light, we believe it to be much cheaper than that formerly used. Now comes the question, how are the Customs to keep this light constantly in use if they are going to prohibit the importation of that very necessary adjunct Calcium Carbide? What is the cause for the goose is safe for the gander? so they cannot say well improve in necessity, and they cannot say well improve in necessity, and they cannot say well improve in necessity.

AT THE MAGISTRACY.

THE YIP HOI OUTRAGE ON THE PRAYA.

The coolie, Lo Tsui formerly employed at the Naval Yard, who was with another coolie, arrested by Chinese detective 312 in connection with the outrage on the Praya, which took place on the 13th inst., were charged before Mr. Hazland this afternoon with throwing a corrosive fluid upon the complainant, F. G. Reek, leading man of stores, at H.M. Naval Yard, with intent to burn.

Mr. Hays (Messrs. Johnson Stokes and Master) appeared to defend and the Hon. F. H. May (C.M.G.) (Captain Superintendent of Police) prosecuted.

The evidence was proceeded with.

NEW P. AND O. STEAMER.

The twin-screw steamer *Sialia*, built by Messrs. Barclay, Currie and Co., Whiteinch, and launched on Dec. 22 last, to the order of the P. and O. S.N. Company, ran her trials in the Firth of Clyde on 9th ult. The vessel's dimensions are—465 ft. 6 in. by 52 ft. 3 in. by 33 ft. 6 in. to upper deck, with a gross tonnage of 6,800 tons, and a dead weight of 8,000 tons.

She has been built to class 100 A1 at Lloyd's on the three-deck rule, to the Board of Trade requirements for passenger certificate, and to the Life-Saving Appliances Act. The first-class passengers, to the number of about ninety, are berthed under the bridge deck amidships in special state-rooms and on the top of the bridge in handsome well-ventilated rooms. The public rooms, which comprise dining-saloon, smoking-room, ladies' boudoir, music-room, &c., are large and tastefully decorated, the panelling having been specially designed by Mr. J. E. Colcutt. Large and airy state-rooms, separate dining saloon and smokers, &c., are provided for about seventy second-class passengers under the poop deck. The upper two decks are arranged for carrying troops, and are 8 ft. 6 in. in height. They are well ventilated, and fitted with the most modern sanitary appliances. Special attention has been given to the facilities for the rapid handling of cargo, and numerous winches and cranes of the most approved type have been fitted up. Large refrigerating chambers have been erected for the storage of perishable goods. The machinery, which has been constructed by the builders, consists of two sets of twin-screw engines of 4,500 h.p., with large double-ended boilers, having a working pressure of 170 lb. There is also a large auxiliary boiler. At the trial a speed of fourteen knots was easily reached and maintained. Amongst those who attended the trial were Mr. James Gilchrist, chairman of Messrs. Barclay, Currie and Co. (Limited), and Mr. Andrew Maclean, representing the builders; Mr. Kendall, manager of the P. and O. Company; Mr. Manuel, Mr. Taylor, Mr. Pettigrew, and Mr. Deane, representing the owners, and others. In all about 150 were present.

THE THRONES.

The Royal Palace of Westminster having been built during Queen Victoria's reign, the throne was designed to suit the circumstances of that time. Just as the House of Commons was made far too small, there was apparently no thought to devise what might be expected to last as long as the building itself.

There will consequently have to be considerable alteration made to the throne to suit the new conditions. The canopy made to cover the Queen's chair is far too small to cover two state chairs of equal size. At present these alterations will be made. The trouble will be got over by the royal chairs further forward. The only difficulty will be the new throne chair for the King himself.

Still, the Queen's throne was a splendid piece of furniture. It was light, airy, and graceful, it agreed with the architecture surrounding it. Its magnificence told at once what it was, and the brilliant purpleness of the crystals in its ornamentation seemed to reflect the character of the Sovereign whose seat of state it was.

The throne stands at the south end of the House of Lords on a bright scarlet dais powdered with lions and roses, the emblems of power and sweetness. The centre of the dais is raised three steps, the sides two steps.

The high top of the canopy is 18 ft. 6 in., and it was built in compartments, thus to accommodate the Queen in the centre, the Prince Consort on the left, and the Prince of Wales on the right hand, both at a step lower level than her late Majesty herself.

The late Queen's chair, which will now be used by Queen Alexandra, is, in a way, a splendid enrichment of the simple design of the famous old chair with its labled Stone of Scone, on which the Sovereigns of England sit at their coronation. It is 7 ft. high, of the finest mahogany, exquisitely carved, and richly gilt, and upholstered in fire soft crimson velvet, with wonderful gold embroidery.

The legs rest on lions couchant, and have pinnated buttresses. The base is deeply moulded. Sunken panels with quatrefoils contain the crown, the rose, thistle, and shamrock, emblems of England, Scotland, and Ireland, and the royal monogram V.R. of the late Queen.

The arms are boldly moulded and in sunken panels beneath them in pierced work are lions passant, surrounded with elaborate trellage. On moulded capitals above the pinnates of the back legs a lion and a unicorn are seated holding scrolls.

The back of the chair is a lofty gable, with foreated angles and beautiful crocketing of rose-sprigs, while a moulded octagonal stem at the apex supports the royal crown. Within the gable is the royal monogram V.R. and in the border, alternated with Byzantine emblems of lions, are the crystals of purest water, whose sparkle lends the great chair its chief charm.—*The Morning Leader*.

LOOTING A DERELICT.

EXTRAORDINARY SCENES OFF ADEN.

The steamer *Indra* homeward bound from Java, with a cargo of 8,000 tons of sugar, stranded on the East African coast about thirty miles south of Guardafui, writes the Aden correspondent of the *Express*.

She was abandoned by her crew, and lay there for a month, when an expedition fitted out by Aden and Captain Pomeroy, underwriters' salvage officer, arrived on the spot and, after repeated failures, finally floated the vessel and brought her into Aden Harbour to refit.

For three or four weeks, however, the natives had been systematically looting the *Indra*, and some of the scenes witnessed at the stranding place were so novel as to be almost indescribable.

A mushroom village had sprung up, built from the fittings of the ship, and about 2,000 tons of sugar had been conveyed ashore through the surf in a most ingenious manner. Goat and sheep skins were sewn together and filled with air to give them buoyancy, and thus floated safely to land.

About 8,000 natives were actively engaged enriching themselves for life, and a fleet of dhows and hundreds of camels were constantly employed heaving off the spoil to unknown destinations in the presence of H.M.S. *Acorn*, which was unable to interfere, the commander's instructions being merely to protect the life

ARMY REFORM.

It would be well if those who are urging the Government to reform the Army on "business principles" would pause to consider some of the striking differences which must everywhere exist between a commercial undertaking and the maintenance of an armed force in peace for employment in the rare eventuality of war.

A railway company for instance is always on active service, so to speak, with competing lines, the public, and difficulties of time and space as enemies. An army is generally at peace, and is very rarely employed in warlike operations.

Let us take a concrete instance and imagine a railway company, say the North-Western working, or endeavouring to work, under somewhat similar circumstances to those the War Office is called on to meet. Normally, the railway knows that on bank holidays, and on other fixed dates, an unusual strain will be thrown on its resources, and can make preparations beforehand, which, however, rarely has to be met the need as constant experience has taught us, although the demands could be supplied by perhaps ten per cent. more locomotives in steam at a few hours overtime for all the staff. To place the railway on equal terms with the army, we must imagine it dealing annually with a fractional part of its present traffic, enough to fill perhaps one train a day each way and yet held ready to deal with the full pressure of its present August traffic at forty-eight hours' notice, at some very uncertain time in the remote future. We must also imagine the chairman to be entirely destitute of any professional knowledge of railway matters and liable to parliamentary obstruction and criticism, unless expenses were kept down to the lowest possible figure. Under these conditions, the railway would probably follow the principles of organisation universal to all armies. To reduce expenditure two-thirds of the staff would be sent home on furlough, liable to recall at a moment's notice; the coal bill would be cut down to its lowest level; and expenditure on experiments to determine the best class of locomotives, &c., would be vigorously curtailed. To complete the comparison we must further imagine that when mobilisation did take place the railway would be called on to work in a country whose language was absolutely unknown to nine-tenths of its employees—this last is a point almost invariably overlooked by our would-be reformers.

It is unnecessary to push the comparison further, hardly necessary to ask whether the railway would deal more successfully with its difficulties than the army, during the present South African campaign, has succeeded in doing. In the old days, when a state of warfare was almost chronic, the soldier was a highly specialised artisan—constantly employed at his trade, and familiar with every trick and contrivance concerning it. Armies were, in fact, raised and maintained precisely on the same business lines as those on which a contractor selects and maintains his staff and subordinates for the execution of a great government order nowadays. Having received a contract the modern business man sends for the men who have worked under him before and sublets portions of the work to these, who in turn bring their own staff and skilled workmen—being accepted and paid or rejected precisely according to the skill they have to sell, and this skill is chiefly conditioned by the continuity of employment such individual has enjoyed. But let us suppose that for thirty or forty years all great railway works came to an end and a sudden call was made one of the old firms to execute a new line. We should then find the business man face to face with the same problem with which the War Office has from time to time to contend, namely, skilled workmen to be done and only old leaders and untried men to perform it with.—*Monthly Review*.

NOT A N D A .

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.	On date at 10 a.m.
Barometer	30.23
Thermometer	63
Humidity	75
Rainfall	0.25

TO-DAY.

Tuesday, 19th March, 1901.

Chinese—29th of 1st moon of 27th year of Kwang-si.

Sun—Rises	6hr. 7min.
Sets	5hr. 10min.
Moon—New Moon 10hr. 23min.	
High water—Morning	6hr. 20min.
Afternoon	6hr. 9min.
Low water—Morning	3hr. 13min.
Afternoon	3hr. 39min.

ANNIVERSARIES.

1837—The Governor of Canton acceded to the request of Capt. Elliot to reside in that City.

1839—Commissioner Lin prohibited the retreat of foreigners to Macao.

1859—Nantao bombarded by H.M.S. *Cruiser*.

1889—The *ss. Hyakhan Maru* burnt; 16 lives lost.

1897—Fire at Jardine's Silk Factory, Shanghai; damage Ts. 165,000.

1899—H.E. Chang-chi-tung ordered to Peking.

1900—First Performance of the Japanese Opera *The Geisha* in Hongkong.

TO-MORROW.

Wednesday, 20th March, 1901.

Chinese—1st of 2nd moon of 27th year of Kwang-si.

Sun—Rises	6hr. 6min.
Sets	5hr. 10min.
Moon—In Equator 6hr. a.m.	
High water—Morning	6hr. 10min.
Afternoon	6hr. 50min.
Low water—Morning	3hr. 47min.
Afternoon	3hr. 26min.

ANNIVERSARIES.

1848—Governor Bonham landed in Hongkong.

1862—Mutiny on board the coolie ship *Robert Brown*; Captain and part of crew murdered.

1880—Terrible tragedy at Macao; Colonel Mosquita, after killing two members of his family and seriously injuring two others, commits suicide.

1886—The *Dorsey* Coy.'s Rice Mills at Bangkok destroyed by fire.

1898—I.M. Customs took charge of Ikin Stations throughout the Jurisdiction of Viceroy Lin.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.—

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU F. Davies	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU T. Murali	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU W. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG v. Binzer	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 27th March.
SAVOIA Behrens	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 4th April.
BAMBERG Jacobs	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 8th April.
SIBIRIA v. Binzer	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 15th April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

27]

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.

THE U.S. Mail Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 25th May, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

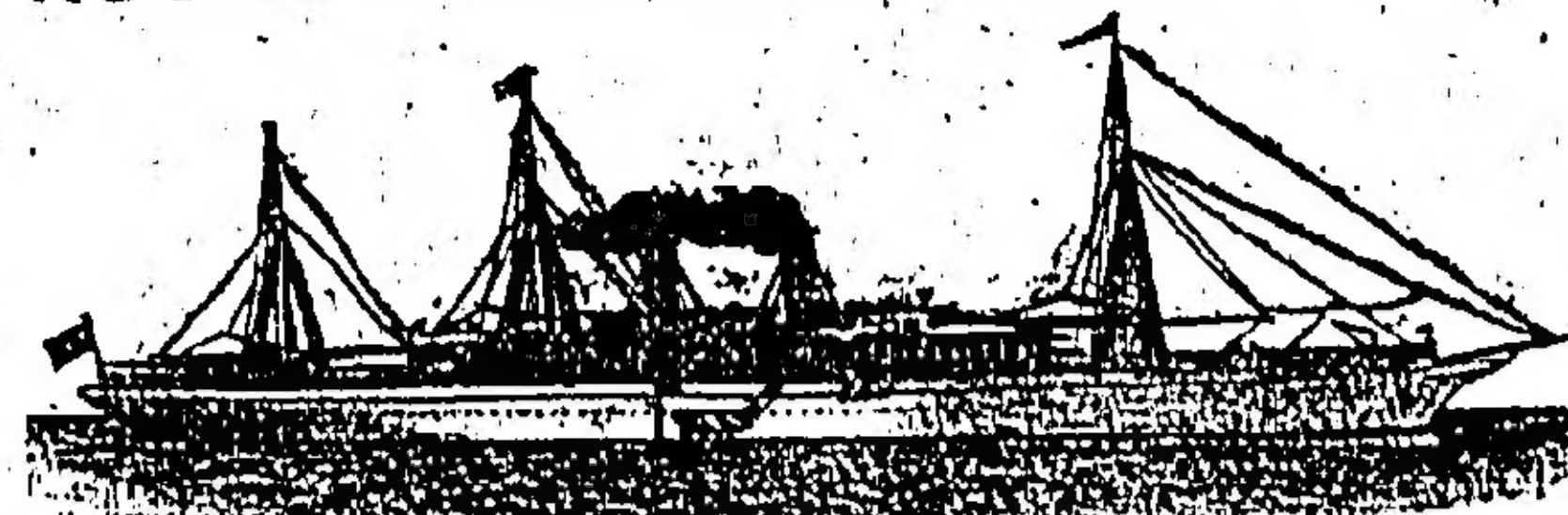
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

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ROYAL MAIL STEAMSHIP LINE.

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501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 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2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831

Asahi, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Arcturion, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Arcturion, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, S.N.N., at Hongkong.
Albatross, U.S. cruiser, 5,000 tons, Comdr. Deming, at Shanghai.
Arcturion, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Arcturion, U.S. gunboat, 1,170 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.
Arcturion, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Arcturion, U.S. dispatch-vessel, Capt. L. A. Cotton, at Manila.

THE ITALIAN SQUADRON.

Albatross, Italian cruiser, Taku.
Albatross, Italian cruiser, 2,720 tons, Capt. Ceconi, Taku.
Arcturion, Italian cruiser, Capt. Carlo Negri, Shanghai.
Arcturion, Italian cruiser, 3,988 tons, Captain S. Marcelli, Hongkong.
Arcturion, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, Japanese battleship, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misi, at Japan.
Yamashiro, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsumura, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sascho.
Matsumura, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Hishidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 4,035 h.p., Capt. K. Imai, Japan.
Hiyei, 2nd class, 2,400 tons, 13 guns, 4,035 h.p., Capt. Hiroto Taji, Japan.
Hiyei, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sascho.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
Arashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takahashi, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyoada, protected cruiser, 1st class, 4,450 tons, 27 guns, 5,300 h.p., at Kure.
Takagaki, protected cruiser, 1st class, 4,222 tons, 36 guns, 10,000 h.p., at Yokosuka.
Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,600 h.p., at Japan.
Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.
Sai-yei, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.
Akikishima, protected cruiser, 1st class, 2,300 tons, at Manila.
Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.
Takagaki, 2nd class, 1,760 tons, 15 guns, 4,500 h.p., Capt. Asakura, at Hongkong.
Yakagi, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.
Tokushiki, 3rd class, 1,300 tons, Capt. Mastui, 12 guns, 2,887 h.p., at Japan.
Osagi, cruiser, at Taku.
Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenouchi, at Japan.

Sloops and Corvettes.

Mutsuki, 1,490 tons, 10 guns, 1,600 h.p., Yokosuka.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., Sascho.
Yamato, 1,480 tons, 10 guns, 1,600 h.p., Chemoo.
Tenryu, 1,550 tons, 10 guns, 1,165 h.p., at Fusa.
Kainan, 1,360 tons, 10 guns, 1,135 h.p., Sascho.
Sasago, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 620 tons, 10 guns, 1,200 h.p., at Sascho.
Atago, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiohaki, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sascho.
Iwakaki, 500 tons, 6 guns, 400 h.p., at Yokosuka.
Chino, 490 tons, 5 guns, 472 h.p., at Kure.
Chino, 490 tons, 5 guns, 472 h.p., at Kure.
Chin Haku, 490 tons, 5 guns, 472 h.p., at Kure.
Chin Pui, 500 tons, 9 guns, 455 h.p., at Kure.
Chin Chu, 500 tons, 9 guns, 455 h.p., at Kure.
Yakichio, gunboat, 4,000 tons, Capt. Yaki, Japan.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takashima.
Shiranushi, 279 tons, at Kure.
Takadachi, 279 tons, at Kure.
Chin Haku, 490 tons, 5 guns, 472 h.p., at Kure.
Chin Pui, 500 tons, 9 guns, 455 h.p., at Kure.
Yakichio, gunboat, 4,000 tons, Capt. Yaki, Japan.

Torpedo-boats.

Kogata, 100 tons, 6 torpedo-tubes, 1,400 h.p., at Kure.
Shirakami, torpedo-boat, 278 tons, Com. Kosoma, at Japan.
Akebono, torpedo-boat destroyer, 310 tons, Lieut. Comdr. H. Kawase, Japan.
Oburo, torpedo-catcher, 318 tons, Capt. Camara, at Japan.

Boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

Boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
Boats (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
Boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
Boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
Boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

POST OFFICE.

A Mail will close—
For Canton—Per *Honan*, to-morrow, 12th instant, at 7:30 A.M.
For Europe &c., India, via Tientsin—*Bayern*, to-morrow, the 20th instant, at 11 A.M.
For Macao—Per *Fleming*, to-morrow, 20th instant, at 1:15 P.M.
For Kanchuck and Samahai—Per *Tung*, to-morrow, the 20th instant, at 4 P.M.
For Swatow, Yap, Friedrich, Wilhelmshafen, Langemahbrecht, Herbersdorf, Townsville, Brisbane, and Sydney—Per *Nunlung*, to-morrow, the 20th instant, at 4 P.M.
For Canton—Per *Fathian*, to-morrow, 20th instant, at 5 P.M.

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